

Correct Hats For Fall

Smart shapes, authentically right according to the latest headwear fashions

We have full assortments in **SOFT HATS**—all dimensions and all proper colorings in staple and novelty trimmings.

No one style is suited to every face, therefore we include in our display the diversity of models required to suit varying personalities.

SOFT HATS, \$3.00 TO \$5.00

Joyce-Pruit Co

"WE WANT YOUR TRADE"

EDISON TELLS HOW HE MADE THE FIRST ELECTRIC LAMP.

On the Thirty-Sixth Birthday of Electric Light Thomas A. Edison Presents New and Better Electric Lamps

It is exactly thirty-five years ago since the electric incandescent lamp was commercially introduced—a period so short that most of us can still recall the first amazement that greeted the first bulbs, with their curious, thin, glowing filaments. It seems as if everyone received the incandescent lamp willingly from the very first, and that the path of the inventor, in this case at least, was not so thorny as the world has been led to believe.

Talk to Edison about his first lamp and you will learn that he had almost as hard a struggle in trying to persuade his fellow citizens that electricity was better than gas or oil for lighting, as he had in bringing his invention to its successful commercial form. You will also learn something of a great inventor's methods of working out an idea and rid yourself of the notion that an epoch-making device or apparatus springs into being, perfect in every detail. The sure, every one knows that Edison is a hard worker and that he has never yet abandoned a problem which he has set himself to solve, but how hard he works, how persistent he is in reaching a solution only those who have shared with him night and day in his laboratory or those who hear the tale from his own lips can fully realize. His work and particularly the invention of the electric incandescent lamp, must forever remain an inspiration to mankind. The long weeks and months of tedious experimenting, the doubt, the patience that bravely struggled on after such momentary defeat, and the resourcefulness that turned even failure into a lesson, have perhaps never been equaled and certainly never surpassed in the history of human achievement. No wonder that this man, who lived his life with one of its most precious inventions, with a form of illumination so wonderfully cheap and efficient that it has enabled the teacher and the student to extend the influence of civilization where it has never before been felt.

I saw him recently in his laboratory and asked him about the days when it seemed after countless experiments, as if electric incandescent lighting was indeed the wild dream that the university scientists of the seventies had pronounced it to be.

"Everybody said it couldn't be done," he said. "The difficulty was the subdivision of the current, feeding electricity to as many points as you like, just as you feed gas to millions of burners. Even Tyndall argued against it in a lecture before the Royal Institution. He said he would rather have the problem in my hands than in his."

And yet the subdivision of current was only a small part of the problem. Far more difficult in a way, because it involved such an enormous amount of experimenting, was the invention of the lamp itself.

"I think I read every patent that was ever taken out on a piece of lighting apparatus, even though it had nothing to do with electric lighting," he remarked. "And I think I read every book that was worth reading on illumination, before I began work in earnest."

He did not say so, but he meant that he approached the subject as an expert. Even in those days it was known that Edison was the best informed man on gas lighting in the country, although his whole mind was focused on electricity.

"The first thing to do was to find out what was the best material to use for a light producer. I soon made up my mind that of all the material I could obtain in 1877 carbon was the most promising. If there is any form of carbon we did not test I have still to learn of it. Paper, jute, palm fiber, grasses, bast, tissue paper coated with tar and rolled into thin sticks, charcoal, hemp—everything in a word, was tried. Finally on October 21, 1879, I carbonized a piece of cotton sewing thread bent into a loop and sealed it in a glass globe from which the air had been pumped out. When the current was turned on,

that black thread glowed forty hours. That was really the first incandescent electric lamp. It couldn't be put on the market, of course, but it showed unmistakably that electricity could be used for incandescent lighting. I spent about \$40,000 in bringing the investigation up to that point, and yet in a way, this was only the beginning. A little later we placed several hundred paper-filament lamps on the market. Although people liked them, I knew we could do better. So I began a hunt for the right kind of carbon. Men were sent all over the world to collect grasses and fibers that looked promising. They brought back several hundred, and out of the lot I elected a certain kind of bamboo that grows in Japan. We made filaments out of that for nine years."

"I think we had the finest laboratory of its kind in those days. There was certainly nothing like it in this country. Nowadays they call the kind of work we did 'research', and research it certainly was, although some of us didn't know it," Edison continued. "Chemical and physical experiments by the thousands were made. I did a good deal of work, too, with metal filaments, such as those we use nowadays in incandescent lamps."

"No invention is perfect, and the incandescent lamp is not an exception. Light without heat is the ideal, and that is still far off. The electric incandescent lamp of today is the cheapest form of filament that has ever been produced but some day it will be cheaper and colder than it is. There is a good deal of truth in the saying that the firefly is the ideal. It is, so far as coldness goes. But its color is against it. You couldn't use a thousand candle firefly to match colors, and you wouldn't want the insect to light up a street, because his light would be a hideous greenish yellow. But some day we will get reasonably near the firefly for efficiency without copying his disagreeable color. The task needs much investigation, much research of the kind we did in 1879. The research that we began then is still going on, and it always will go on. Somehow, each new discovery opens up the way to another."

"A laboratory is indispensable nowadays to produce an invention," he remarked. "Every big company has one in which to develop new ideas or to improve old processes. They hire inventors now like bookkeepers. That is because the whole character of manufacturing has changed. Companies that handle a lakeful of dyes at once and convert whole train loads of ore into iron and steel at a single operation have problems to consider that were not worth while bothering about fifty years ago. It pays now to save a few cents in handling a ton of material, and therefore, it pays to invent a way of saving those few cents."

"Not only has the modern huge manufacturing company of today problems to solve which were undreamed of years ago, but more and more scientific discoveries are made which an inventor can apply in a practical way. There's wireless telegraphy, for example. A German, Professor Hertz, made a few experiments in sending electrical vibrations through the ether, not with any practical idea in view, but simply to prove the correctness of what is known as the electric magnetic theory of light formulated by Clerk Maxwell, an English mathematician. Then comes Marconi and applies Hertz's discovery in a practical way by devising a wireless telegraph apparatus. There must be hundreds of similar cases."

"Then the prospects of an inventor are as good as they ever were?" I asked him.

"Think what it means," he continued, "to introduce a new invention. Even a little improvement like sucking dirt out of a carpet with vacuum cleaner means a revolution in house-keeping. No one likes revolutions even though they are for the best. The more important the invention, the bigger is the revolution, which means the harder your struggle to overcome prejudice. It takes a Niagara of advertising to make a man play the piano acceptably with pneu-

matic mechanism and a punched roll of paper instead of very badly with ten stiff fingers. You can imagine how hard it was to get whole cities illuminated with the electric incandescent lamps. Perhaps business men will invent some quick way of making the world see the point of a new invention. It seems to be quite beyond the powers of an ordinary inventor."

ROADS AND LAND VALUES.

The building of a great deal of well paved roads in Manatee county, Fla., has shown how good roads affect land values. From 1911 to 1912 land along these roads increased on the average \$20 an acre, while lands a mile from the road increased only \$10 an acre.

Lincolnton, Va., is another instructive case. The building of 125 miles of fine roads caused land adjacent to the roads to increase in value from \$24.25 to \$30 an acre, while lands ten miles away increased an average of \$16.22 an acre.

The state builds the road, and the land owner sells it if he sells the land. That would look queer to a man from another part of the country. The man miles away is taxed to build roads, and the people along the roads get the selling value of them. Rather queer, too, when one thinks of it for a few minutes.

The figures are a powerful argument for good roads and also for a better way of apportioning the burdens and benefits. Farm and Fireside

INCREASE OF CONVICT LABOR.

Different System of Using Convicts in Thirty States.

Thirty states at the beginning of the present year had on their statute books laws providing for the employment of state prisoners in road building. Arizona, Arkansas, Idaho, Louisiana, Maryland, Montana, Nevada, New Jersey, New Mexico, Ohio, Oregon, Virginia and Washington, to name practically the same system, providing that the control of such work should be vested in the state highway commission. The highway commission or state engineer makes requisition on the state prison authorities for such number of prisoners as he can make use of, and the prison authorities are to furnish such prisoners as are suitable for the road work.

The prison commission or board in control of state institutions is held responsible for the employment of the convict road work in some nine states—Colorado, Indiana, Iowa, Kansas, Michigan, Missouri, North Dakota, Oklahoma and Wisconsin. State prisoners are turned over to the county authorities to be worked on the county roads in Florida, Georgia, North Carolina and South Carolina. This system is not approved by the national committee on prisons and prison labor, which holds that the state under no circumstances is justified in delegating the responsibility for its convict wards to county authorities.

The system in New York state divides the responsibility for the construction work and maintenance of the camps between the state highway department and the commissioners of the counties in which the roads are to be built, with the state superintendent of prisons in final authority. In Utah, West Virginia and Wyoming the highway department and the prison department co-operate in the control of this work. The prison department is fully responsible for the care and discipline of the prisoners, while the road department is called upon to do the work which it is equipped to do, the building of roads.

The committee has found this latter system essential to the successful development of convict road work. The prison department is in a position to care for the prisoners and to handle such matters as food, clothing, housing, medical attention, the affording of educational facilities and recreation.

DIXIE HIGHWAY MOVEMENT.

Influence Bids Fair to Bring About Better Conditions in the South.

The influence of the Dixie highway movement continues to spread until now it has far to bring about a marked improvement in road conditions all over the south. Four new highways tributary to the Chicago-Miami road already are under consideration.

Immediately after the Dixie highway plan was established as a certainty a movement was set on foot for a southern highway, from Chattanooga to New Orleans. Since then three more roads have been proposed.

A highway which is looked upon as being already as good as built is from Miami westward across the state of Florida to the Gulf coast. A bond issue of \$1,000,000 soon will be voted, to include the cost of the part of the Dixie highway near Miami.

A second highway is proposed to run from Miami to Cape Sable, Fla., the southernmost point of the Atlantic sea board. Bonds already have been voted. This will carry the Dixie highway from the great lakes to the Gulf of Mexico.

In North Carolina there has been a revival of a plan made several years ago and partially executed to build a road practically across the state of North Carolina and into Tennessee. Since the Dixie highway idea has come into being the general assembly of North Carolina has memorialized the general assembly of Tennessee upon this plan, and the Tennessee legislature has answered that it is ready to co-operate at any time.

In addition the Dixie highway will cause the construction of many more

GRANDPA HARDEN DEAD.

News was received in Carlsbad yesterday of the death of Grandpa Harden which occurred at Hope Wednesday about noon. It seems that Mr. Harden had been in reasonably good health, and was stout for his age. He ate a hearty breakfast and nothing unusual was noticed in his conduct until about 20 minutes before the noon hour when he was stricken with apoplexy and died in a few minutes.

Grandpa Harden was one of our best and most highly respected citizens, and a man whom everyone loved. He was about 73 years of age and came to this country about 18 years ago, locating in Dog canyon, having a homestead up there which he had just proved up on. He is the father of Mrs. J. R. Means, and has another daughter in Montana.

Quite a number of the people in the Queen neighborhood came in as soon as they heard of his death and several, among them John Plowman and wife, and Mrs. Walter Thayer, together with Bob and Oran Means, went immediately to Hope and attended the funeral which occurred yesterday at that place.

The current joins a host of friends in extending sympathy to the bereaved relatives and personally feels the loss of so good a man and so desirable a citizen as Grandpa Harden.

ANDERSON SANATORIUM NOTES.

Mrs. A. Moore, who has been in the sanatorium for a week, is improving gradually and hopes to be up in a few days.

Miss Mabel Austin is getting along as well as can be expected, her temperature gradually going down.

Miss Evans, who is here from Texas, is improving fast, having gained eight pounds during the few days that she has been in the sanatorium.

SOME FISH.

Last Saturday, while fishing on the Pecos river, at what is known as the "Heaman bend", Mrs. F. M. Hatfield and daughter, Inez, landed a sixteen pound cat fish. Mrs. Hatfield finding that she had somewhat of a fish on the line, called to her daughter to clear the bank of the river for her said, "I believe we want to go up the river", and after the other lines and tackles were gotten out of the way, she began to handle the reel with such skill that Mr. Fish was soon ready to give up, and while she held a tight line on him, Miss Inez got a good hand hold in his gills and landed him in a manner that would put Sir Isaac Walton in the shade. The ladies are very proud and say that anybody can catch perch and bass, but that it takes a real sport to catch a whale.

J. D. Rackley was a business visitor in Roswell the first of the week.

We deliver whipped cream anywhere—any time.

THE SWEET SHOP.

Joe Klinge Smith will relieve J. F. Hart at the Dark Canyon pump while he is absent on the bear hunt.

L. M. Harrison, State Agricultural Agent, was in Carlsbad this week gathering data for his department.

Dr. Joseph W. Lackey writes that he will be home in a few days. He has been in Colorado on business for several days.

Hart & Mullane shipped two Base Comb Rhode Island Red cockerels to Pecos, Texas, this week and sold them at fancy prices.

Signal Chapter No. 9, R. A. M., held a special convocation last evening, conferring degrees on Chas. T. and Gen. W. Adams and L. A. Swigart.

Hart & Mullane today received prizes on first cock in second pen on their Base Comb Rhode Island Reds which they sent to the Dallas State fair in competition with 4,000 birds, which speaks mighty well for the Pecos Valley chickens.

Thos. H. Hill informs the Current that he will hold a civil service examination tomorrow in the Beclamation building for the examination of a candidate to fill the position of fourth class postmaster at Dayton, New Mexico.

Mrs. W. C. Sellers came in Tuesday night from an extended visit of about two months to points in Iowa. She comes home much improved in health, having gained about eight pounds while she was away. Her many friends in Carlsbad are glad of her return.

Merle E. Shaw, who has been in the employ of the Carlsbad Auto Company for the past two years, left this morning for Brownsville, Texas, where he has a good position with a large automobile concern. Shaw is a mighty clean young fellow and a good mechanic and we wish him well wherever he may go.

Percy Cooper and Bill Lusk left last Saturday for Bill's ranch 30 miles from Alamogordo and 60 miles from El Paso. They went overland in a wagon and made the trip without any mishaps. In a letter to the folks here they state that they will not be back until the holidays, and that they are sure doing some work fencing and improving Bill's place.

Fred Lucas and Ralph Thayer were in town this week and from all we could learn were trying to fill a contract for fifteen thousand big steers. They seemed to be only looking at heavy stuff and anything that weighed out less than 1,800 fell below the specifications. They left this morning for Oriental to see if they could find anything up there to suit.

miles of good road, because half a dozen or more contesting sections will put their roads in the best possible condition as an inducement for obtaining the route of the highway. Sections adjacent to the contesting territories are offering to build small tributaries if the Dixie highway will come within 50 or 100 miles of them.

MRS. BLOXOM PASSES AWAY.

One of the saddest deaths that has occurred in Carlsbad for some time was the passing away Monday evening of Mrs. Maud Bloxom, wife of W. N. Bloxom. Mrs. Bloxom had been afflicted with tuberculosis for a number of years and this was the immediate cause of her death. She was a most lovable mother and wife, and exercised great patience all along as the dread disease gradually gained its hold on her. The Bloxoms moved to Carlsbad about five years ago from Corsicana, Texas, and were among our most highly respected citizens. Mr. Bloxom has been in the employ of the Santa Fe railway company practically all the time he has lived here. The funeral was held from the family residence on Main street Tuesday afternoon and was conducted by Rev. Mr. Barb, of the Baptist church, of which Mrs. Bloxom was a member. A large concourse of people followed the remains to the cemetery, and a most beautiful collection of flowers were placed on the grave as a last token of the esteem in which the deceased was held. The railroad friends of Mr. Bloxom sending to Roswell and getting some of the most fragrant and beautiful flowers obtainable. The pall bearers were made up from members of the Woodmen of the World, of which Mr. Bloxom is a highly esteemed member, and were as follows: J. I. Penny, A. R. O'Quinn, E. V. Albritton, Ed. S. Kirkpatrick, Robert Hamblen and J. W. Irby. The current joins a host of friends in extending sympathy to the bereaved husband and little son, who are left alone.

PLEASANT VALLEY ITEMS.

Mr. Adamine came out from Carlsbad to gather up a load of bones and returned Friday.

S. P. Jordan returned from Lovington with his bunch of sheep last Saturday.

J. W. Worrell is engaged in cutting his cane crop this week.

It is cloudy and looks very much like rain today.

Fred Peters left for Stanton, Texas, one day last week with a bunch of cattle for shipment.

Mrs. Jordan was the visitor of Mrs. Eakin last Sunday.

Mr. Truix is very busy killing ravens today out of his corn field.

Mr. and Mrs. J. G. Moreland visited Mr. and Mrs. Hughes last Sunday.

Mr. Morhan has some visitors from Texas looking for a ranch. We hope they will find one.

Uncle Bob Eakin is still engaged in drilling wells. He says it is somewhat of a tough job.

Mr. G. M. Truix has gone across the sand to Mr. Bearing's to look at some hogs.

Mr. Peters has a new Maxwell car. Mr. S. P. Jordan has gone to Lovington to carry a load for Mr. Hughes.

RESOLUTIONS, EDDY ROYCE CAMP NO. 5.

Whereas, In a mysterious providence of God our beloved Sovereign, W. N. Bloxom, has sustained the loss of his dear wife and companion,

Be It Resolved, that we hereby extend the heartfelt sympathy of Eddy Grove Camp No. 5 to our beloved sovereign in this great hour of affliction, and,

Be It Further Resolved, that a copy of these resolutions be spread upon the minutes of this camp and a copy also be furnished the local newspapers. Respectfully submitted,

J. I. PENNY,
A. R. O'QUINN,
E. V. ALBRITTON,
Committee.

STOCK NOTES

John Barber sold 400 head of calves this week to Dearborne, McLenathen & Tracy at \$27.50 around. These calves are to be delivered in two bunches, one delivery being made on the 15th of November and the remainder to be delivered on the 15th of April. The sale was made through Judkins & Lewis.

Judkins & Lewis sold a small bunch of mares and colts to Chas. Grammar this week at \$50.

J. W. Eakin sold 100 cows and calves this week to Marvin Livingston. The price paid was \$80 for cow and calf.

Twelve cars of cows passed through Carlsbad Monday night billed for Riverside, north of Roswell. They were shipped from some point in Texas.

A wholesale sheep dipping took place at the Mike Iribarne concrete dipping vat in Dog Canyon this week. Mr. Iribarne, Guadalupe Sheep Co., Ned Shattuck and Marby Bros., being the principal sheep outfits that took part in the dipping. The work was done under the supervision of Inspectors Doc Vest and Miller.

Judkins & Lewis sold 150 head of calves for Young Bell to Dearborne, McLenathen & Tracy this week at \$27.50 around.

Harding & Campbell, of Amarillo, sold 1,100 steer yearlings out of the Block brand near Roswell last week for \$40 around. Parties who saw these steers say they were an exceptionally good bunch of stuff.

Frank Prue sold to W. L. Whittaker, of Hope, this week, 1,500 lambs averaging 74 pounds at 7c. This looks like lambs were going to be worth something.

The Buckeye Sheep Co. will deliver next Monday to Dr. Ellett, about 300 old ewes which the doctor will place on feed at the Grandi place, below Carlsbad.

Judkins & Lewis bought 60 dry cows this week from John Barber, to be delivered December 1st. Terms private.

MALAGA ITEMS.

Rev. J. T. Redmon, of Carlsbad, preached at Malaga last Sunday afternoon and will preach for us the fourth Sunday of each month, the coming conference year.

Mrs. Geo. Stone of Orla, Texas, who has been visiting her sister, Mrs. W. E. Cass, at Lakewood, passed thru Malaga today (Thursday) on her way home.

The Epworth League gave a social last Saturday night at the home of S. E. Rennaker. Refreshments consisting of sandwiches, sliced tomatoes and coffee were served.

The Gerlach young folks are expecting to start to the mountains next Saturday morning. They expect to be gone ten days or more.

J. A. Hartshorn shipped a carload of hogs on Tuesday, to Portales, New Mexico.

The Fifth Sunday Sunday school convention will be held in Malaga the 31st of this month. A program is being prepared and we hope to have a good meeting.

Mr. Hurd, of Roswell, representing the Continental Oil company was in town Thursday morning.



Is Your Bathroom Light At Night?

If not, wouldn't you appreciate the convenience of seeing, instead of groping for a switch in the dark, or falling into the bathtub?

The All-Nite-Lite Transformer

gives "some light all night" and adds but ten cents a month to your lighting bill. The transformer is built by the General Electric Company and will last a lifetime; the EDISON MAZDA lamp is renewable anywhere for a few cents. The device fits any lamp socket.

Can you afford to be without this modern convenience?

The Public Utilities Co.

"Do It Electrically"